Key Questions for Breakout Group Sessions

Session #1: Supporting Regional Plans

1. **What material should be included in the Statewide Plan in order to coordinate and enhance the Regional Plans?**
   a. Should there be certain templates, data, or standard measures used for each CEC-funded local plan to ensure that the local plans can fit into the larger statewide plan?
   b. What unique needs exist in each region?
   c. What criteria can be identified (within the Statewide Plan) to help regions decide where to deploy EVSE?
   d. How should discrepancies in population, tax revenue, or experience among regions be addressed?
2. **What information can be provided to CEC/NREL from Regional Planning activities to improve the Statewide Plan?**
   a. What region-specific research results and data are available?
   b. How can user and planning data be shared between regions?
3. **Are there particular metrics that should be established to assess progress and guide deployment programs?**
   a. How are regions determining future market demand?
   b. What analytic issues can CEC address to assist regional planning activities into the future (i.e., next 2-5 years)?

Session #2: Statewide and Inter-regional

1. **What are critical issues requiring coordination between regions?**
   a. What venues need to be established for regions to share information about infrastructure planning?
   b. Coordination between NRG/PUC activities and CEC activities, and regions?
2. **How can state agencies identify key corridors between regions (or major urban areas) that might warrant EVSE coverage?**
   a. What EVSE coverage is necessary for interregional corridors, recognizing that the bulk of early infrastructure will center on metro areas?
3. **How can state agencies identify corridors to other states that might warrant EVSE coverage? For example, Oregon and Washington's I-5 corridor.**
   a. What statewide infrastructure characteristics, location criteria, or host businesses will directly enable inter-regional and inter-state PEV travel?

Sessions #3 and #4: Cost-effective Coverage

1. **How can state agencies determine the best us of public funds to support an evolving EVSE network serving multiple vehicle markets? How would this support vary between EVSE applications: residential, MUD, commercial, workplace, DC fast chargers. (discuss each in turn)**

a. Given plans and trends in private investment for EVSE, what gaps can public funds close to ensure market growth?
b. How should consumer perceived demand be reconciled with actual demand (forecasted utilization) when choosing locations?
c. Which other location categories (i.e. workplace, airports, public transportation) should be prioritized within the statewide infrastructure plan?
d. How do the needs of fleets differ from consumers'? (think MD/HD, too).
e. How do you maximize the benefits of public funds for PEV charging while reducing the risk of stranded EVSE?

2. **How might measures of cost-effectiveness vary as applied across regions?**
    a. Can they be designed to provide consistent evaluation?
3. **What existing or new research or analysis capabilities can state agencies employ to effectively evaluate cost-effectiveness for particular EVSE installations?**
    a. What is emerging consumer research revealing about infrastructure needs for drivers? Does this research inform locations and/or charging levels?
    b. What methods/tools can be used to forecast needed PEV infrastructure in a region: location and quantity; in region; e.g., STREET model, others?
    c. How should consumer perceived demand be reconciled with actual demand (forecasted utilization) when choosing locations?
    d. How to get new data on demand forecasting?

Session #5: Interoperability

1. **Should measures be taken (at the state agency level) to ensure that any PEV driver can use any charging station, regardless of their network membership? If so, what measures could ensure such access and how should they be addressed in the Statewide Plan?**
    a. What role should government play ensuring interoperability?
    b. Does the State need to establish interoperability standards?
2. **What guidance can be provided to ensure that drivers receive enhanced performance from California's EVSE network?**
    a. Regarding charging station mapping, what level of information should be publicly and freely available to ensure that any PEV driver is able to locate a charging station? How can we ensure that all charging station mapping information is in one location?
    b. In what manner should EVSEs display and make available pricing information so that EV drivers know how much they are paying and/or the amount of kWhs charged?
3. **Are there other measures that should be taken in order to provide interoperability in a way that protects consumers?**
    1) Do EVSE suppliers understand interoperability of charging equipment and what efforts are currently under way in this area?